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to New Orleans; cargo, fruit. April 10, steamship *Managua*; Gunderson, master; crew, 16; Mobile to Mobile; cargo, fruit. April 11, steamship *Bergensen*; Clumsen, master; crew, 16; New Orleans to New Orleans; cargo, fruit. April 12, steamship *Destero*; Shulz, master; crew, 55; Hongkong to Cuba; cargo, coffee. April 17, steamship *Esther*; Stevenson, master; crew, 18; New Orleans to New Orleans; cargo, fruit. April 24, steamship *Managua*; Gunderson, master; crew, 16; Mobile to Mobile; cargo, fruit. April 27, steamship *Bergensen*; Clumsen, master; crew, 16; New Orleans to New Orleans; cargo, fruit.

Notwithstanding Livingston is in good health and sanitary condition, the following deaths, chiefly chronic and old age, occurred: April 3, child, convulsions; April 8, woman, chronic hepatitis and gastritis. April 17, woman, age 60 years, dropsy. April 20, woman, old age, 94 years. April 27, woman, alcoholism; woman, old age, 100 years. April 29, man, phthisis pulmonalis.

Respectfully,

W. K. FORT,

*Acting Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.*

#### HONDURAS.

##### *Report from La Ceiba—Fruit port.*

LA CEIBA, HONDURAS, *April 28, 1901.*

SIR: I have the honor to submit my report for the week ended April 27, 1901, and inclose copies of certificates issued.

Five vessels cleared from this port for the United States. April 23, steamship *Alliance*, Neilson; 15 crew; Mobile. April 24, steamship *Breifond*, Bellersen; 14 crew; New Orleans. April 26, schooner *Santo Oteri*, Nickersen; 8 crew; New Orleans. April 27, steamship *Geo. W. Kelley*, Maurillo; 19 crew; New Orleans. April 27, steamship *Ely*, Corning; 20 crew; New Orleans.

The health of La Ceiba and adjacent country continues good.

I have so far been unable to get the return of deaths, but expect to be able to send reports of same, as the authorities have promised to give me a weekly report of all deaths and causes.

Respectfully,

R. H. PETERS,

*Acting Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.*

##### *Report from Puerto Cortez—Fruit port.*

PUERTO CORTEZ, HONDURAS, *April 30, 1901.*

SIR: I have the honor to make my report for the week ended April 30. The health conditions of this port still continue good. No deaths.

The following ships were dispatched by me after following quarantine regulations: April 24, steamship *George Kelly*; American; Marullo; crew, 19; passengers, none; cargo, green fruit; destination, New Orleans via La Ceiba; arrived April 23 from La Ceiba; steamship *S. Oteri*; American; De Luca; crew, 34; passengers, 11; cargo, green fruit; baggage disinfected, 25 pieces—trunks, 6; bags, 9; valises, 10; arrived from New Orleans April 23; destination, New Orleans. April 25, steamship *Bratten*; Norwegian; Wolm; crew, 15; passengers, none; cargo, green fruit; arrived April 21 from Mobile; destination, Mobile,

Ala. April 27, steamship *España*; Norwegian; Danielson; crew, 14; passengers, none; cargo, green fruit; arrived April 25 from Mobile; destination, Mobile; steamship *Foxhall*; American; Larsen; crew, 25; passengers, none; cargo, green fruit; arrived April 23 from Mobile, Ala.; destination, New Orleans, La. Proper certificates for all of the above ships inclosed.

Respectfully,

SAMUEL HARRIS BACKUS,  
*Acting Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

ITALY.

*Protection of railroad employees from the malarial mosquito.*

NAPLES, ITALY, April 27, 1901.

SIR: I have the honor to inform you that as a result of the practical experiments made last summer in the Roman campania under the auspices of the Liverpool school of tropical medicine on the relation of mosquitoes to malarial maladies, renewed prophylactic measures are being taken throughout the railroad system of Italy with a view to the protection of employees. The measures taken are somewhat unique in the sphere of railroad hygiene. A malarial map of Italy made under official medical supervision is used as a topographical guide in the work. This map, a shaded chart, is revised from time to time from sanitary reports, and indicates the regions in which malarial fevers prevail and the degree of prevalence and virulence. As is well known, extensive areas of fertile land in Italy are almost wholly deserted in the malarial season. The shepherds who feed their flocks on these lands in winter, go to higher country in summer. The few peasants who remain behind and attempt to till the land are forced to take a long trip every night to the neighboring hills where experience teaches there is less danger of contracting fevers. Until the relation of the mosquito to malaria was worked out, it seemed impossible to remedy the difficulty and prevent the total waste of extensive tracts that otherwise would be productive. For example, on the Roman campania the question of drainage on a large scale is impracticable. The whole campania is a collection of lava basins with a somewhat scanty but highly fertile covering of soil. The water that collects in these hollows has no escape except by evaporation. It affords an ideal breeding place for mosquitoes. Flight from the infected regions has, in the past, been the only escape from disease. Unfortunately certain persons, notably railroad employees, have had to stick to their posts through the unhealthy season. These individuals, sallow and fever ridden, have heretofore formed a sorry sight for passengers on Italian railroads. It is hoped to remedy all this by providing railroad employees in unhealthy districts with mosquito-proof houses and clothing. The protection is afforded by means of wire gauze and like material. The windows and doors of the station houses are carefully screened. Switch houses of wire gauze are provided for switchmen who formerly stood in the open, exposed to insect assaults. Verandas of a like character are provided so that the open air may be enjoyed on warm nights. Head covering, not unlike the netting used in America by men handling honey bees, is provided for employees whose duties require them to move about. The clothing of railroad men is also made of a material which has been found by experiment to be impenetrable to the sting of mosquitoes. Except in certain cases,